

Message Text

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LONDON FOR IMCO

E.O. 11652: N/A

TAGS: ECOSOC, AORG, EWWT, IMCO, UN

SUBJECT: 17TH CPC: TRANSPORT

REF: A) LONDON 8269; B) STATE 115655; C) OECD PARIS 14998;
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1. REGARDING THE IN-DEPTH REVIEW OF THE TRANSPORT PROGRAM
SCHEDULED FOR THE 17TH SESSION OF THE COMMITTEE FOR PRO-
GRAM AND COORDINATION (CPC), USDEL MAY DRAW ON THE FOLLOWING.
2. WE BELIEVE THE PROGRAM EVALUATION REPORT (E/AC.51/80/

ADD.1) AGAIN FAILS TO FULFILL THE SECRETARIAT'S RESPONSIBILITY UNDER PARA 9 OF UNGA RES. 31/93 (MEDIUM-TERM PLAN), VIZ. QUOTE TO DRAW TO THE ATTENTION OF THE COMPETENT INTERGOVERNMENTAL BODIES ACTIVITIES THAT ARE OBSOLETE, OF MARGINAL USEFULNESS, OR INEFFECTIVE UNQUOTE. HOWEVER, THE SYG'S QUOTE COMPREHENSIVE ANALYSIS OF THE ACTIVITIES OF THE UNITED NATIONS SYSTEM IN THE FIELD OF TRANSPORT UNQUOTE (E/5947) IS A HELPFUL COMPILATION OF INFORMATION, EVEN IF NOT VERY ANALYTICAL.

3. THE CHAIRMAN'S INTRODUCTORY STATEMENT AT THE ORGANIZATIONAL MEETING FOR THIS SESSION OF THE CPC (E/AC.51/L.84) SUGGESTS THAT THE CPC MAY WISH TO CONSIDER WHETHER THE EXISTING MANDATE IN TRANSPORT AT THE CENTRAL LEVEL REMAINS VALID. WE BELIEVE IT DOES. IN PARTICULAR, WE NOTE PARA 4 OF ECOSOC RES. 1082 (XXXIX) WHICH QUOTE REQUESTS THE SYG TO INTENSIFY THE ROLE OF THE SECRETARIAT AS A FOCAL POINT FOR LIAISON AND COORDINATION OF ACTIVITIES IN THE UNITED NATIONS AND ITS FAMILY IN THE FIELD OF TRANSPORT UNQUOTE. AS DISCUSSED BELOW (PARA 7-10), CURRENT CONSIDERATION IS BEING GIVEN TO THE POSSIBILITY OF ESTABLISHING WITHIN UNCTAD A "FOCAL POINT" FOR TRANSPORT ACTIVITIES IN THE UN SYSTEM. FULL IMPLEMENTATION OF THE EXISTING MANDATE WOULD RELIEVE THE NEED FOR ESTABLISHING SUCH A NEW QUOTE FOCAL POINT UNQUOTE AND WE BELIEVE THAT SUCH A FOCAL POINT WOULD BE LOCATED MORE APPROPRIATELY AT THE CENTRAL LOCATION OF THE DEPARTMENT OF ECONOMIC AND SOCIAL AFFAIRS (ESA) THAN IN A SUBSIDIARY BODY SUCH AS UNCTAD. FURTHERMORE, THIS EXISTING MANDATE FOR A FOCAL POINT PROVIDES THE MEANS FOR ADDRESSING THE PROBLEM LIMITED OFFICIAL USE

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SUGGESTED IN THE SYG'S REPORT (E/5947, PARA 181) OF INADEQUATELY WELL-DEFINED RELATIONSHIPS BETWEEN SOME AREAS OF ACTIVITY IN THE TRANSPORT FIELD. USDEL MAY INDICATE OUR INTEREST IN KNOWING WHAT MEASURES CURRENTLY ARE BEING UNDERTAKEN BY ESA TO IMPLEMENT THIS EXISTING MANDATE. WE REGRET THAT SUCH INFORMATION IS NOT INCLUDED IN THE EVALUATION REPORT.

4. THE CHAIRMAN'S INTRODUCTORY STATEMENT ALSO SUGGESTS THAT THE CPC COULD CONSIDER WHETHER THE ACTUAL ROLE PLAYED BY THE TRANSPORT SECTION OF ESA IN THE MAJOR PROGRAM OF TRANSPORT SHOULD CONTINUE. WE BELIEVE THIS IS A MOST APPROPRIATE TYPE OF QUESTION FOR THE CPC TO CONSIDER. OUR POSITION IS THAT THE TRANSPORT DIVISION COULD HAVE AN IMPORTANT ROLE TO PLAY, AS INDICATED IN THE PRECEDING PARAGRAPH. WE WOULD LIKE TO KNOW HOW THE PROVISIONS IN THE PROPOSED PROGRAM BUDGET FOR 1978-1979 RELATE TO HAVING THE TRANSPORT DIVISION SERVE AS A FOCAL POINT.

PERHAPS PRIORITIES COULD BE REORDERED TO PROVIDE MORE ATTENTION FOR FULFILLING THE MANDATE TO ESTABLISH A FOCAL POINT FOR TRANSPORT ACTIVITIES WITHIN ESA.

5. WE BELIEVE THAT EFFECTIVE IMPLEMENTATION OF THIS MANDATE WOULD HELP TO ADDRESS THE RELATED ISSUES SUGGESTED IN THE CHAIRMAN'S INTRODUCTORY STATEMENT CONCERNING (1) CLARIFICATION OF THE LINES OF COOPERATION BETWEEN THE CENTRAL PROGRAMS AND THE REGIONAL PROGRAMS IN TRANSPORT AND (2) CLARIFICATION OF THE DIVISION OF LABOR AMONG VARIOUS UN ORGANS AND OTHER INTERNATIONAL ORGANIZATIONS.

6. ONE SPECIFIC ISSUE THAT MAY ATTRACT SPECIAL ATTENTION CONCERNS A JURISDICTIONAL DISPUTE BETWEEN UNCTAD AND IMCO. USDEL SHOULD DRAW ON THE FOLLOWING IF THIS ISSUE DOES ARISE.

7. OVER THE PAST YEAR OR SO, THREE POSSIBLE INSTITUTIONAL ARRANGEMENTS AFFECTING THE UNCTAD COMMITTEE ON SHIPPING LIMITED OFFICIAL USE

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(COS) HAVE ARISEN: (1) A QUOTE INTEGRATED APPROACH UNQUOTE TO SHIPPING AND PORTS WHICH WOULD HAVE THE ANNOUNCED INTENT OF ENABLING THE COS TO DEAL MORE EFFICIENTLY WITH SUBJECTS SUCH AS INTERMODALISM AND THEREBY REDUCE THE NEED FOR CREATION OF AD HOC GROUPS; (2) ENLARGEMENT OF THE COS TERMS OF REFERENCE (AND POSSIBLY CHANGING ITS NAME) SO AS TO BRING OTHER FORMS OF TRANSPORT WITHIN ITS PURVIEW; (3) A CHANGE IN THE TERMS OF REFERENCE OF THE COS TO MAKE IT A QUOTE FOCAL POINT UNQUOTE FOR THE QUOTE REVIEW OF TRANSPORTATION ACTIVITIES IN THE UN SYSTEM UNQUOTE. REFS (A), (B), AND (C) PROVIDE ADDITIONAL BACKGROUND INFORMATION.

8. REGARDING THIS MATTER, USDEL SHOULD:

A) OPPOSE ANY PROPOSED CHANGE IN THE TERMS OF REFERENCE OF THE COS INTENDED TO DO MORE THAN JUST ENUMERATE ITEMS WITH WHICH IT PRESENTLY DEALS.

B) OPPOSE, ON GROUNDS OF PRACTICALITY, PROPOSALS TO ENLARGE THE COS TERMS OF REFERENCE TO BRING OTHER FORMS OF TRANSPORT UNDER ITS PURVIEW.

C) OPPOSE, ON BOTH PRACTICAL AND POLICY GROUNDS, PROPOSALS TO MAKE THE COS A QUOTE FOCAL POINT UNQUOTE FOR TRANSPORT OR SHIPPING ACTIVITIES IN THE UN SYSTEM.

D) REGARDING ALL THREE POSITIONS, STATE THAT UNCTAD'S ACTIVITIES ARE LIMITED TO THE ECONOMIC AND COMMERCIAL ASPECTS OF SHIPPING AND PORTS AND THAT THE TECHNICAL ASPECTS OF SHIPPING, INCLUDING TECHNICAL ASSISTANCE,

SHOULD BE LEFT EXCLUSIVELY TO IMCO. TO EMPHASIZE THIS POINT, YOU MAY WISH TO DRAW UPON PARA 1(G) OF REF D WHICH ADDRESSED THE ADMINISTRATION'S INITIATIVE ON MARINE OIL POLLUTION VIS-A-VIS THE IMCO FORUM.

9. PROPOSALS DESIGNED TO ENABLE THE COS TO DEAL MORE LIMITED OFFICIAL USE

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EFFECTIVELY WITH SUBJECTS SUCH AS INTERMODALISM, WHICH COME WITHIN ITS TERMS OF REFERENCE, ARE CERTAINLY UNOBJECTIONABLE AND SHOULD ENJOY OUR SUPPORT. PROPOSALS TO BRING OTHER FORMS OF TRANSPORT UNDER THE PURVIEW OF THE COS WOULD CONFLICT WITH ECOSOC'S COORDINATING ROLE UNDER THE UN CHARTER. MOREOVER, THE IMPLEMENTATION OF THESE PROPOSALS WOULD BE LIKELY TO POSE PRACTICAL PROBLEMS FOR MEMBER COUNTRIES AND REDUCE THE EFFICIENCY OF THE COS OPERATIONS. AS FOR PROPOSALS TO MAKE THE COS THE QUOTE FOCAL POINT UNQUOTE OF TRANSPORT ACTIVITIES IN THE UN SYSTEM, ANY SUCH CHANGE IN THE COS TERMS OF REFERENCE WOULD

CAUSE BUREAUCRATIC CONFLICTS WITHIN THE UN SYSTEM, THEREBY REDUCING EFFICIENCY AND, MORE IMPORTANT, POSSIBLY RESULT IN INTERFERENCE WITH THE OPERATIONS OF THE MORE TECHNICAL UN BODIES, SUCH AS IMCO. FURTHERMORE, ESA ALREADY HAS A MANDATE TO SERVE AS THE QUOTE FOCAL POINT UNQUOTE (SEE PARA 3 ABOVE).

10. THE ABOVE INSTITUTIONAL ARRANGEMENTS WERE DISCUSSED AT THE UNCTAD 8TH COMMITTEE ON SHIPPING IN APRIL, 1977. AT THAT SESSION, THE UNCTAD SEC-GEN CLAIMED A NEED FOR AN INSTITUTIONAL ARRANGEMENT AT A GLOBAL LEVEL TO DEAL IN AN INTEGRATED MANNER WITH PROBLEMS AND POLICIES RELATED TO THE TRANSPORT CHAIN. HE SOUGHT TO EXPLICITLY INCLUDE EXPANDED QUOTE DE FACTO RESPONSIBILITIES UNQUOTE IN THE TERMS OF REFERENCE OF THE COS. GROUP B SAW THIS AS A BUREAUCRATIC EMPIRE BUILDING TACTIC, AND STATED THAT A REVIEW OF UN POLICY ON TRANSPORT SHOULD BE LEFT TO ECOSOC. GROUP D STATED THAT THERE WAS NO NEED TO CHANGE THE TERMS OF REFERENCE OF THE COS. GROUP 77 SUBSCRIBED TO THE SECRETARIAT'S POINT OF VIEW OF EXPANDING THE COS ROLE. ONLY DECISION TAKEN WAS TO HAVE THE 17TH UNCTAD TDB REVIEW THE TERMS OF REFERENCE IN LIGHT OF FUTURE ECOSOC DECISIONS AND NO RECOMMENDATION WAS MADE ON SEC-GEN COREA'S TRANSPORTATION FOCAL POINT CONCEPT. LIMITED OFFICIAL USE

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